

HISTORIC AMERICAN ENGINEERING RECORD

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INDEX TO PHOTOGRAPHS

Interurban Electric Railway Bridge Yard Shop
(Bay Bridge Paint Shop)
Interstate 80 at Alameda County postmile 2.0
Oakland vicinity
Alameda County
California

HAER No. CA-164

Documentation: 12 photographs (1992)
5 photographs (1938)
1 photograph (1939)

Don Tateishi, Photographer (1992)
John Snyder, Field Director (1992)
Unknown Photographers (1938, 1939)

PHOTOGRAPHS

EXTERIOR PHOTOGRAPHS

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| HAER-CA-164-1 | General view, east end and north side. View to southwest toward San Francisco-Oakland Bay Bridge, along general alignment of former Interurban Electric Railway main line. Note truncated catenary support arms on power poles; these originally carried overhead power supply catenary line for the electrically-powered interurban cars. |
| HAER-CA-164-2 | General view, east end and south side. View to northwest, with San Francisco-Oakland Bay Bridge toll plaza office building at right background. |
| HAER-CA-164-3 | General view, west end, view to east. |
| HAER-CA-164-4 | West end, view to east. Note original bi-fold doors in left and center bays, replacement door in right bay. Also visible in the interior is transverse wall installed after cessation of railway use. |
| HAER-CA-164-5 | Oblique view, west end and south side, view to northeast. Shed-roofed entries on south side of lean-to will be replaced in this project to provide handicap access. |

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- HAER-CA-164-6 Oblique view, south side and east end, view to northwest. Note original bi-fold doors in left and right bays, replacement door in center bay.
- HAER-CA-164-7 Oblique view, east and north side, view to southwest. Note expansive use of glass to provide natural light to interior.
- HAER-CA-164-8 Detail, typical shed-roofed entry on south side. The current project will replace these with similar structures that will allow handicap access to the lean-to portion of the building containing offices, restrooms, and other employee spaces.
- HAER-CA-164-9 Detail, original door in south lean-to. The current project will modify this opening to allow handicap access.
- HAER-CA-164-10 Detail, typical steel sash attic window, south lean-to.

INTERIOR PHOTOGRAPHS

- HAER-CA-164-11 Axial view of west bay, view to east. Transverse wall at end of space was installed after cessation of railway use.
- HAER-CA-164-12 Detail, trusses and glazing of sawtooth roof, west bay, view to east.

PHOTOCOPIES OF HISTORIC PHOTOGRAPHS (Original prints on file with Maintenance Office, San Francisco-Oakland Bay Bridge, at Toll Plaza Office Building.)

- HAER-CA-164-13 Completed frame, "S.P. Inspection Building", view to east, November 15, 1938. Overhead catenary power system and Bridge Yard Interlocking Tower (no longer extant) visible in background at left.
- HAER-CA-164-14 Interior view of completed frame, "Inside S.P. Inspection Building", view to east, November 15, 1938. Bridge Yard Interlocking Tower visible at left.
- HAER-CA-164-15 Nearly complete "West End S.P. Inspection Building", view to east, December 21, 1938. Note bi-fold doors, cavernous interior space with tracks now in place.

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- HAER-CA-164-16 "S.P. Oil House & Inspection Building", west end and south side, view to northeast, December 21, 1938. Note that exterior and roof cladding is not yet complete on "Inspection Building."
- HAER-CA-164-17 General view, "West End - S.P. Inspection Building", view to east, August 16, 1939. Bridge Yard Interlocking Tower and main line tracks at left, Oil House and storage yard at right. An Interurban Electric Railway car, with power supply pantograph raised, is visible at left of the building, another is just visible inside the building's left (north) bay, and still others are visible in the storage yard at right.
- HAER-CA-164-18 Interior view, "Inside Key Route Inspection Bldg.", view to east, August 16, 1939. Note inspection pits and work areas beneath tracks. The Key Route and Interurban Electric Railway Bridge Yard Shop buildings were identical, and this view provides an in-service look at the well-lit interior. While Key Route articulated cars were quite different in design from the Interurban Electric Railway cars, the maintenance requirements were quite similar. The Key Route Bridge Yard Shop building was demolished in the 1970s. Its last use was storage of much of the historic railway equipment now on display at the California State Railroad Museum in Sacramento.